



# Adjustable Friction Clutches

Huco Vari-Tork are rotary friction devices with adjustable drag or slip torque. Controlled slip takes place between the hub and housing whenever the load exceeds the set torque.

- **Three sizes - up to 3Nm torque capacity**
- **4 interface styles**
- **Set screw or clamp connection**
- **Compact proportions**
- **Use as a torque limiter, tensioning, or overrun device**

The construction is simple and robust and comprises a series of steel clutch plates engaging a hub and a series of friction rings engaging a housing. Pressure is brought to bear on the plates and friction rings by an adjuster acting through a spring and pressure plate. The load can be connected to either the steel inner hub or the aluminium alloy housing.

As a torque limiter, Vari-Tork interrupts continuity between power source and load when this reaches a pre-determined level.

As a tensioning device, Vari-Tork typically maintains tension in a filament or tape winding operation by exerting drag on the feed spool.

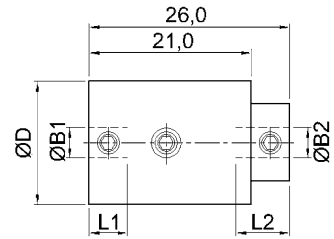
As an overrun device, Vari-Tork absorbs residual inertia of a motor when the load is braked or reaches a terminal stop.



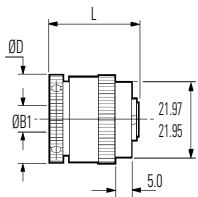
## Adjustable Friction Clutches



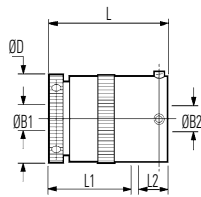
### Size 16 Set Screw Shaft Fixing



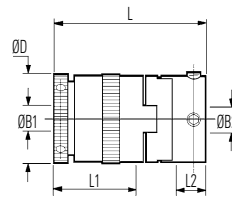
### Size 25 Set Screw Shaft Fixing



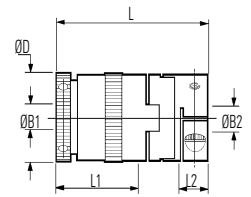
**Ref. 271** (2 plate)  
**279** (6 plate)  
Basic clutch (thro' bore)



**Ref. 273** (2 plate)  
**281** (6 plate)  
Basic clutch + sleeve adaptor

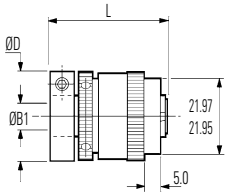


**Ref. 277** (2 plate)  
**285** (6 plate)  
Basic clutch + Oldham (set screw) coupling

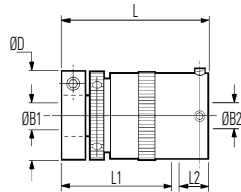


**Ref. 267** (2 plate)  
**269** (6 plate)  
Basic clutch + Oldham (clamp) coupling

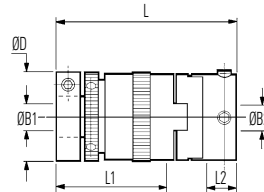
### Size 25 Clamp Shaft Fixing



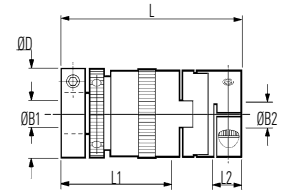
**Ref. 401** (2 plate)  
**409** (6 plate)  
Basic clutch (thro' bore)



**Ref. 403** (2 plate)  
**411** (6 plate)  
Basic clutch + sleeve adaptor

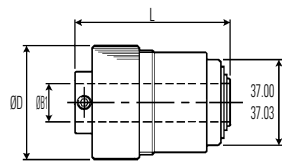


**Ref. 407** (2 plate)  
**415** (6 plate)  
Basic clutch + Oldham (set screw) coupling

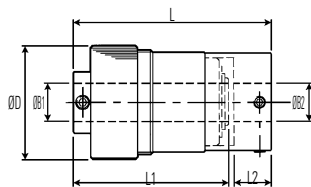


**Ref. 397** (2 plate)  
**399** (6 plate)  
Basic clutch + Oldham (clamp) coupling

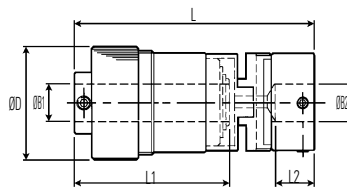
### Size 48 Set Screw Shaft Fixing



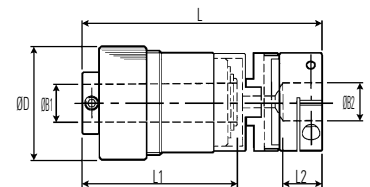
**Ref. 279**  
Basic Clutch (thro' bore)



**Ref. 281**  
Basic Clutch + sleeve adaptor



**Ref. 285**  
Basic Clutch + Oldham (set screw) coupling



**Ref. 269**  
Basic Clutch + Oldham (clamp) coupling

## Materials & Finishes

- Housing, adjuster ring, adaptors:** Al. Alloy 2014 T6 or 6026 LF  
Irridite NCP finish
- Hub:** Steel, heat treated
- Clutch plates:** Size 25 Steel, heat treated  
Size 48 Brass
- Bearings:** Sintered bronze
- Fasteners:** Alloy steel, black oiled

## Adjustable Friction Clutches

### DIMENSIONS & ORDER CODES

Size & Model	Set Screw Hub	Clamp Hub	ØD mm	L mm	L1 mm	L2 mm	ØB1 max mm	Fasteners at B1 end			ØB2 max mm	Fasteners at B2 end			Max drag torque Ncm	Moment of inertia kgm <sup>2</sup> x 10 <sup>-8</sup>	Mass kg x 10 <sup>-3</sup>
								Screw	Torque Nm	Wrench mm		Screw	Torque Nm	Wrench mm			
16	311.16	-	16.0	26.0	5.0	7.0	4	M3	0.9	1.5	4	M3	0.9	1.5	0.5	30	14
25 2-PLATE	267.25	-	25.8	46.5	25.0	8.6	8	M3	0.9	1.5	12	M3	2.4	2.5	53	416	58
	271.25	-		26.4	thro'	-					-	-	-	242		37	
	273.25	-		36.0	25.0	9.0					12	M4	2.2	2		382	50
	277.25	-		46.5	25.0	8.6					12	M4	2.2	2		425	58
	-	397.25		54.5	33.0	8.6					12	M3	2.4	2.5		508	68
	-	401.25		34.4	thro'	-					-	-	-	-		317	47
	-	403.25		44.0	33.0	9.0					8	M3	2.4	2.5		441	60
-	407.25	54.5	33.0	8.6	12	M4	2.2	2	511	69							
25 6-PLATE	269.25	-	25.8	53.4	31.0	8.6	8	M3	0.9	1.5	12	M3	2.4	2.5	132	529	68
	279.25	-		32.4	thro'	-					-	-	-	312		48	
	281.25	-		42.5	31.0	9.0					12	M4	2.2	2		451	60
	285.25	-		53.4	31.0	8.6					12	M4	2.2	2		516	69
	-	399.25		60.8	31.0	8.6					12	M3	2.4	2.5		617	79
	-	409.25		40.7	thro'	-					-	-	-	-		381	58
	-	411.25		50.3	39.0	9.0					8	M3	2.4	2.5		530	71
-	415.25	60.8	39.0	8.6	12	M4	2.2	2	590	80							
48 6-PLATE	269.48	-	48.0	102.0	65.0	16.7	16	M6	7.6	3.0	20	M4	5.6	3	300	8037	390
	279.48	-		65.0	thro'	-					20	-	-	-		5548	278
	281.48	-		33.0	65.0	16.0					20	M5	4.6	2.5		7135	350
	285.48	-		102.0	65.0	16.7					20	M5	4.6	2.5		8037	390

### PERFORMANCE DATA

Size	Size 16	Size 25	Size 48
Power dissipation at 20°C 2-PLATE 6-PLATE	0.5 watt	7 watts 8.6 watts	18 watts
Backlash	0° max	2° max	zero
Max surface temperature	80° C	80° C	80° C
Max speed continuous slip	1000 rpm	1000 rpm	600 rpm

### STANDARD BORES

Size		ØB1, ØB2 +0.03mm/-0mm (+0.0012/-0)															
		4	6	(1/4")	(5/16")	8	(3/8")	10	12	(1/2")	14	(5/8")	16	18	19	(3/4")	20
Size 16	At B1 end	●															
	At B2 end	●															
Size 25	At B1 end		●	●	●	●											
	At B2 end		●	●	●	●	●	●									
Size 48	At B1 end					●	●	●	●	●	●	●	●				
	At B2 end						●	●	●	●	●	●	●	●	●	●	●
<b>Bore ref.</b>		18	22	24	27	28	31	32	35	36	38	41	42	45	46	47	48
<b>Corresponding bore adaptor</b>				253		255		257		259			260				261

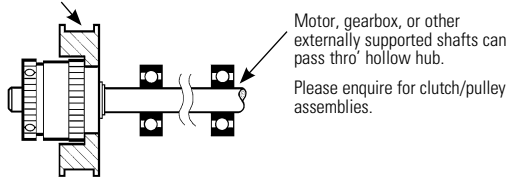
Diameters for which a bore adaptor is shown can be adapted to smaller shaft sizes. See page 58 for details

## Adjustable Friction Clutches

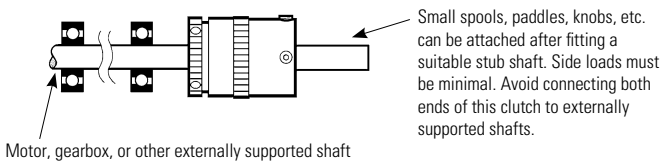
### How to install Vari-Tork

**BASIC CLUTCH – REFS. 271, 279, 401 & 409**  
Controlled slip occurs between pulley and shaft.

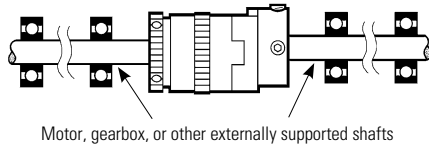
Pulley (or gear, etc.) bonded to register. Press fits not permissible.



**BASIC CLUTCH + SLEEVE ADAPTOR – REFS. 273, 281, 403 & 411**  
Controlled slip occurs between LH & RH shafts. Clutch orientation not important, supported shaft may be entered either end.



**BASIC CLUTCH + FLEXIBLE COUPLING - REFS. 267, 269, 277, 285, 397, 399, 407 & 415** Controlled slip occurs between LH & RH shafts.



### Vari-Tork characteristics

The characteristics of dry plate clutches favour those applications which can tolerate relatively imprecise drag torques. Three tendencies should be noted:

#### BREAKAWAY TORQUE

After a period during which no slipping has taken place, the breakaway torque can be up to 2 1/2 times the set value.

#### TORQUE DECAY

There is an inverse relationship between clutch temperature and slipping torque. The slipping torque reduces from the set value as the power being dissipated causes the clutch temperature to rise. When slipping continuously, torque settles at approximately 70% of the value set on a new clutch and at approximately 80% of the value set on a used clutch. This characteristic is not speed-dependent.

#### SPEED RELATED TORQUE FLUCTUATIONS

Variations in slipping speed cause a momentary increase in the prevailing output torque. The clutches behave more consistently at high speed/low torque than at low speed/high torque. High speed in this instance starts at approximately 500 rpm.

Where applications call for sustained slipping, the housing temperature should be maintained below 80°C. Clutches mounted concentrically within pulleys, gear wheels, etc. will be more effective at dissipating heat generated during slipping.

#### CALCULATING FOR POWER DISSIPATION

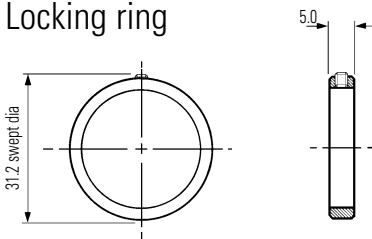
Given the slipping speed in rpm and the drag torque in Nm, the following equation can be used for calculating the power dissipation in watts (W).

$$W = \frac{Nm \cdot rpm}{9.55}$$

### Locking ring

In some circumstances it is possible for the adjuster ring to unscrew during operation. The adjuster ring can be secured by fitting locking ring ref. **294.25**.

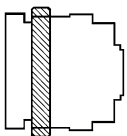
### Locking ring



order ref.

**294.25**

size 25 only



Fit locking ring flush with end of housing as shown. Lightly tension locking screw to secure the adjuster.  
Wrench size 1.5

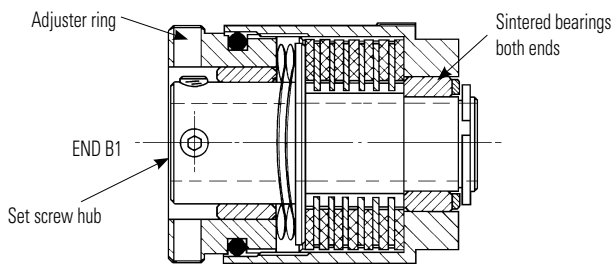
### Removing the adjuster ring

- 1) If this should be necessary, be sure to replace the pressure plate first, then the spring washers. Ensure that the topmost friction ring is fully engaged with the splines. *A disengaged friction ring will cause the clutch to malfunction.*
- 2) To remove the adjuster ring, first remove the clamp. With set screw hubs the adjuster ring cannot be removed if the set screws protrude above the hub diameter. Flattening or dimpling of shafts is recommended and may be necessary with shafts larger than Ø6.35 to avoid the screws fouling the adjuster ring.

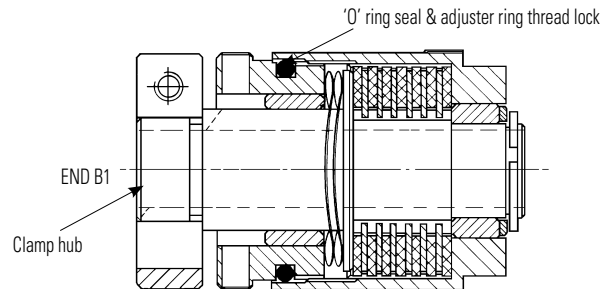
### Waved washers

Two waved washers are fitted to these clutches. In some instances, better torque control may result from removing one of them, particularly when working in the lower torque ranges.

### Construction - Size 25 Vari-Tork



**Sectional view of 6-plate Vari-Tork Ref. 279.25** Shafts are secured by set screws accessed through radial holes in the adjuster ring.



**Sectional view of 6-plate Vari-Tork Ref. 409.25** Shafts are secured by a split hub and ring clamp method which does not score the shafts.